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Railways

1. The chief of the Latvian railways is Gen. Bondarenko, whose headquarters is in the former Latvian Railways Head Office (Latvijas Deelesecelu Virsvalde) in Gogolu Street, Riga. He is known to go to Leningrad for instructions, and it is therefore thought that the headquarters for the Baltic railways is located there. The stationmasters and other higher officials on the railways are either Latvians or Russians, but the rank and file of railway workers are mostly Latvians.
2. The use of coal as fuel for locomotives has been observed, but whether or not oil shale is also in use is not certain. Some streamlined locomotives with a very short funnel have been observed, and it is believed that they are of Soviet make.

The following lines are definitely known to be in operation, although it is believed that nearly all other rail lines in Latvia are also operating (numbers refer to lines marked on the attached map):

a. Broad Soviet Gauge

- 1) Ventspils - Tukums - Riga
- 2) Tukums - Jelgava (Yelgava)
- 3) Riga - Bolderaja - Deugavgriva
- 4) Riga - Jelgava - Liepaja (Lepaja)
- 5) Gluda - Mazeikiai - Liepaja
- 6) Jelgava - Joniskis
- 7) Riga - Cesis - Valka

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- 8) Ieriki - Gulbene - Abrene (Jaunlatgale)
 - 9) Riga - Krustpils - Daugavpils
 - 10) Krustpils - Rezekne - Zilupe
 - 11) Daugavpils - Griva - Turmona
 - 12) Daugavpils - Indra
 - 13) Griva - Eglaine
 - 14) Daugavpils - Rezekne - Ritupe
 - 15) Riga - Vecaki
- b. Narrow Gauge (750 mm): Rezekne - Burzava - Driseni
- c. Narrow Gauge (600 mm): Stende - Talsi - Dundaga - Mazirbe
- d. Electric Railway Riga - Dubulti

There is a single-track broad Soviet gauge electric line from Riga to Dubulti (Riga Strand) alongside the Riga - Riga Strand line. The electric train uses the same track as the steam train across the Lielupe bridge at Priedaine. Work is in progress to extend the electric line from Dubulti to Kemeru, and it was planned to have this sector in operation by the November 1950 holiday.

3. All important bridges are guarded by military sentries; only the smallest bridges in rural areas are not guarded. All railway bridges, viaducts, and railway property are guarded by Soviet troops, Russians or Mongols, not Latvians. The bridge and weir at Kegums are guarded by units of the MVD.

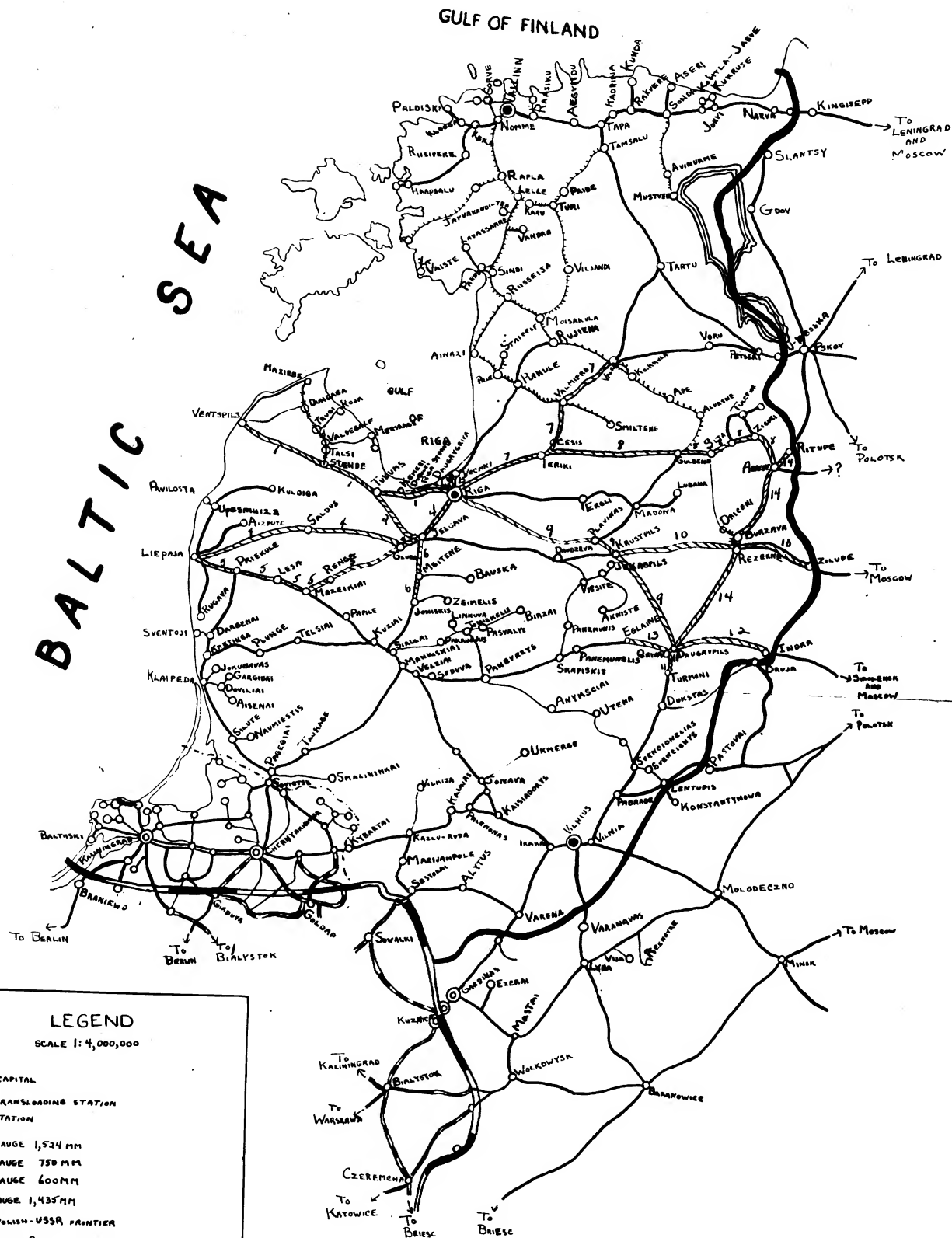
Roads

4. The sector of the Sovetsk (Tilsit) - Riga - Pskov road from Riga to Sigulda is in good condition, but beyond Sigulda for at least 5 kms the road is badly worn and pot-holed.
5. Road signs in Latvia are very scarce, except at the largest crossroads, and it is difficult for drivers unfamiliar with the country to find their way.

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ATTACHMENT



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